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HONGKONG, FRIDAY, JULY 24TH, 1925

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TIME-TABLE. WEEK DAYS

STATIONS	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Kowloon	Dep.	6.40	9.15	10.30	12.00	1.15	4.35
Yanmat	Dep.	6.50	9.25	10.39	12.09	1.24	4.44
Shatin	Dep.	7.00	9.35	10.51	12.21	1.36	4.56
Taipei	Dep.	7.10	9.45	11.04	12.34	1.49	5.09
Taipei Market	Dep.	7.21	9.53	11.08	12.38	1.53	5.13
Fanning	Dep.	7.32	10.03	11.13	12.43	2.00	5.24
Shungshui	Dep.	7.38	10.07	11.20	12.50	2.07	5.30
Shungshui	Arr.	7.42	10.10	11.25	12.53	2.13	5.34

STATIONS	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Shungshui	Dep.	7.51	9.05	10.39	11.40	3.00	4.17
Shungshui	Dep.	7.53	9.07	10.41	11.42	3.02	4.19
Fanning	Dep.	7.58	9.12	10.46	11.47	3.07	4.24
Taipei Market	Dep.	8.03	9.17	10.51	11.51	3.11	4.29
Taipei	Dep.	8.10	9.24	11.04	12.04	3.18	4.36
Shatin	Dep.	8.20	9.34	11.14	12.14	3.28	4.46
Yanmat	Dep.	8.30	9.44	11.24	12.24	3.38	4.56
Kowloon	Arr.	8.40	9.54	11.34	12.34	3.48	5.06

SUNDAYS AND PUBLIC HOLIDAYS

STATIONS	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Kowloon	Dep.	6.40	9.15	10.30	12.00	2.22	5.29
Yanmat	Dep.	6.50	9.25	10.39	12.09	2.31	5.38
Shatin	Dep.	7.00	9.35	10.51	12.21	2.40	5.47
Taipei	Dep.	7.10	9.45	11.04	12.34	2.49	5.56
Taipei Market	Dep.	7.21	9.53	11.08	12.38	2.58	6.05
Fanning	Dep.	7.32	10.03	11.13	12.43	3.07	6.14
Shungshui	Dep.	7.38	10.07	11.20	12.50	3.16	6.23
Shungshui	Arr.	7.42	10.10	11.25	12.53	3.21	6.28

STATIONS	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Shungshui	Dep.	8.12	10.38	11.40	3.00	4.17	5.09
Shungshui	Dep.	8.19	10.45	11.47	3.07	4.24	5.16
Fanning	Dep.	8.23	10.49	11.51	3.11	4.29	5.20
Taipei Market	Dep.	8.27	10.53	12.02	3.15	4.33	5.24
Taipei	Dep.	8.37	11.04	12.07	3.25	4.43	5.34
Shatin	Dep.	8.51	11.17	12.21	3.38	4.56	5.47
Yanmat	Dep.	9.03	11.29	12.33	3.50	5.07	5.58
Kowloon	Arr.	9.11	11.37	12.41	4.03	5.15	6.06

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STATIONS	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Shataukok	Dep.	7.45	11.30	2.20	6.25	6.30	10.15
Shataukok	Arr.	8.40	12.25	3.15	7.20	7.25	11.10

STATIONS	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Shataukok	Dep.	7.45	11.30	2.20	6.25	6.30	10.15
Shataukok	Arr.	8.40	12.25	3.15	7.20	7.25	11.10

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SNAP BRIM HATS FROM



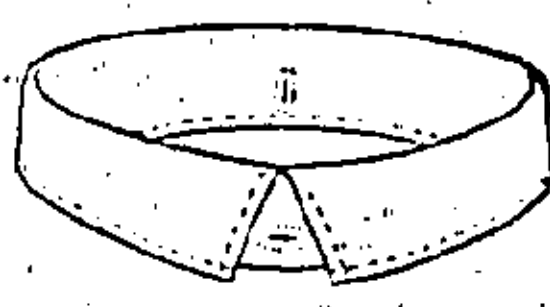
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SCOTTISH LETTER

THE PREMIER IN DUNDEE.

SLUMMING IN THE "BLUE MOUNTAINS."

(FROM OUR OWN CORRESPONDENT.)

EDINBURGH, June 18th.

A GAELIC MASONIC LODGE.

Mr. Baldwin possesses "the human touch," as the Lord Provost of Dundee said when conferring upon him the Freedom of the City. Certainly this priceless gift is the main cause of his popularity. Where he showed it in his visit to Tay-side was not in his sympathetic talk about unemployment, or his delightful banter about smoking, or his shafts of wit concerning his Scots ancestry, but his tour, at his own request and contrary to the official programme, through "The Blue Mountains." The name of "Blue Mountains" suggests some towering empyrean hinterland of the city. But as the rose smells sweet by any other name so, inversely, the name can conceal a most offensive stench. "The Blue Mountains" is one of the "clearance scheme" slums in Dundee. How it acquired such a magnificent title is said to have been due to an exiled and artistic Italian destined to live among its dreary walls while he pined for the sunshine and colour of his native Mediterranean. Having no escape from the dull grey surroundings he decided to do the next best thing, and on the bleak gables facing his windows he painted a range of blue mountains and a sunny sky. It was through this irregular mass of backlands that Mr. Baldwin went slumming, visiting crowded single-apartment houses. On leaving one of the rooms the Duke of Atholl, who was of the small party, observed "What a terrible conscience the landlord of this house must have."

"That is just what I have been thinking myself," replied the Prime Minister, rubbing his chin in serious contemplation. When Mr. Baldwin returned to the courtyard below it was obvious that his experience had impressed him. Entering into conversation with the Secretary for Scotland he was heard to observe quietly, "That is the worst of the clearance system. It is to get rid of the conditions that we must use our brains." "These are not our worst houses even," whispered an official. "I wish he could see some in the Overgate."

MR. BALDWIN'S "PRESBYTERIAN MIXTURE." In the course of an after-lunch speech, Mr. Baldwin made a delightful return to the chaff of the Lord Provost about his love for tobacco as indulged in through a pipe. In the course of it he confessed that his favourite blend was "Glasgow Presbyterian Mixture," that his friend Lord Haldane kept him supplied with it, and that the mixture was made by a clergyman of the Church of Scotland. "Smokers who thought they had heard of most blends of tobacco were inclined to believe that Mr. Baldwin was joking. But the Rev. Dr. John White, who in addition to being the minister of the Barony Church is also Moderator of the General Assembly, has helped to unravel the mystery. "Yes," says Dr. White, "the mixture is one of my claims to fame, and I am sorry to say it always ends in smoke." It was originally introduced to him by a South African, who asked him to try it. Dr. White himself has made some improvements in the mixture, and authorised his tobaccoist to blend it for him. Dr. White has smoked it for years, and has found it deliciously mild and very cool. Many of his friends who tried it became his staunch devotees, and one day he introduced it to a journalist. It was through this journalist that the mixture became acquainted with the public. After giving a trial, his Lordship was so enthusiastic regarding its charms that he immediately came to the resolution that he must take some of it to Mr. Baldwin. The tobaccoist who blends the tobacco has no hesitation in supplying an ounce of "White's Mixture." When told that the secret was out he looked somewhat surprised, but he did not deny that the mixture was blended to Dr. White's formula. Mr. Baldwin, he volunteered, had been smoking the mixture for about two years. Its ingredients were known only to a select circle, and while not disclosing the full facts, he gave the clue that it was composed of five different mixtures, one of which a Boer tobacco. He stated further that he supplied the Premier and Lord Haldane through a tobaccoist in Westminster. Their combined supply was about 4 lb. every two months. On the basis that the quantity was equally divided, this gave an allowance of about half an ounce per day to each.

THE FOLLOWING, culled from the casual column of the *Glasgow Herald* will interest your readers:—Scotsmen generally, and more particularly those of the West of Scotland, have more than a passing interest in the alarming situation which has arisen in Shanghai. More than 50 per cent. of the population of the British settlement are Scots or of Scottish descent, while the majority of the sea-faring class hail from North of the Border. For more than half a century shipping firms in the East have had their ships built on the Clyde, and incidentally have recruited extensively their engine-room and deck officers from Glasgow and Greenock. For many years a prominent figure in Shanghai shipping circles was Mr. Thomas Kerr, uncle of Lord Weir, while Mr. E. Glenister, now in business in Glasgow and an esteemed Balauchouston personality is still remembered with affection in the Marine Engineers' Institute at Shanghai.

MASTERS AND GOLFER.

Sandy Herd was a plasterer in St. Andrews before he went to Portrush to take up his first professional appointment. The Incorporated Society of Plasterers will now be able to march proudly to their next annual golf competition just as if they were stockbrokers or barristers. Not only Herd, but Willie McFarlane, who triumphed in the American championship, is one of their order. When McFarlane quitted Aberdeen, he did so as a plasterer, but when he got to the other side he found the knowledge and skill he had acquired on the Aberdeen municipal links of much more value than his apprenticeship to cement and lime. It is astonishing that notwithstanding their success in the British Championship the Americans have been more successful in their own. Now an Aberdeenian succeeds Cyril Walker, of Chester, as champion, and in the first sixteen are several Scotsmen, one Irishman, and an Englishman. The influence of the Scot on the American golfer is impressive. Bobby Jones has from his boyhood been under the tuition, at Atlanta, of a Scot—the same professional who coached Miss Alexa Stirling. Most of the players who finished well up in the championship of the United States will be at Prestwick in the prize-list. A perfect stylist, his health was against him in this country, but he has been very well since going to Chicago six years ago.

MAPPING OF CHINA.

HOW SIR A. L. HOSIE'S GREAT WORK WAS DONE.

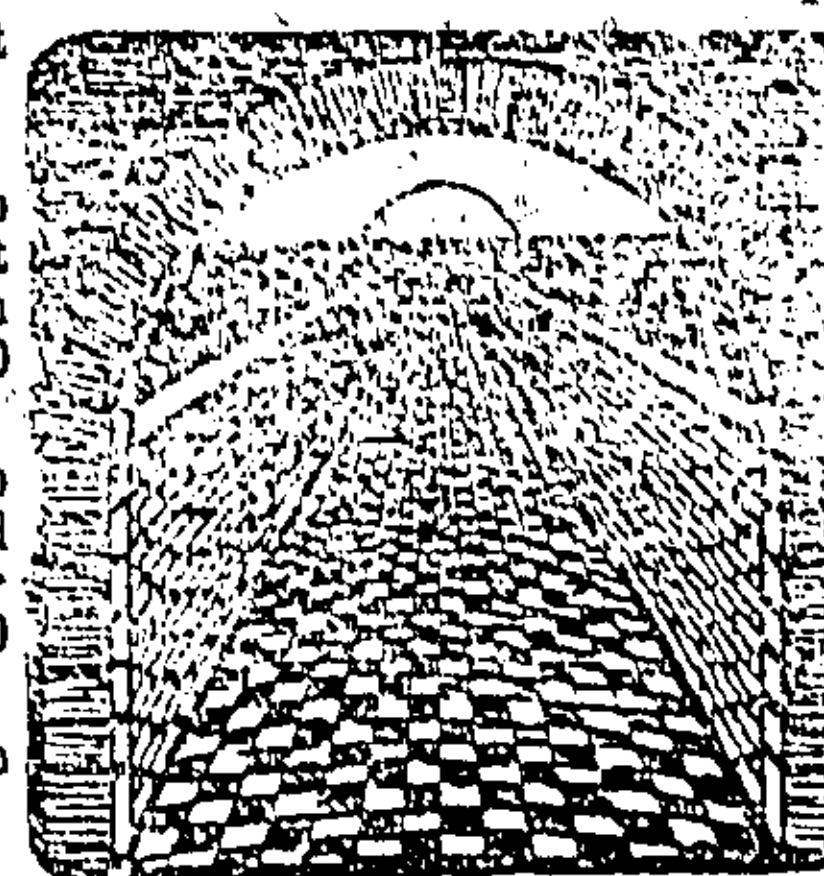
Lady Hosie has just disclosed how her husband, the late Sir A. L. Hosie, whose death occurred early this year, came to edit the now well-known map of China which bears his name. It appears she helped him considerably in this tremendous task. Therefore she speaks with intimate knowledge. As is well known, Hosie spent forty years of his life in China, often travelling in its remote and least-known parts, and study of the country interested him deeply. In the *Daily Telegraph*'s columns Lady Hosie now tells us in effect that her husband's invaluable map of China, covering the twenty-two provinces

and 2,000 cities as well as showing the navigability of rivers, heights of mountains, etc., was an accident. They had at first no intention of making a map. The idea was merely to super-impose some data on another map. As the work proceeded they found city after city of the two thousand missing, and in writing them is discovered that they were making a new map. Lady Hosie did most of the mechanical part of the work, her husband, who had visited many of the places enumerated, supplying the necessary information and giving the final pronouncement as to their positions.

Lady Hosie records the pride that welled up in her when the completed work arrived from the publisher and when her husband told her that but for her help the task would have taken him five years instead of two.

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CHINA AT THE CROSS ROADS.

VIEWS OF THE NEW AMERICAN MINISTER TO PEKING.

"If any new international conference is to be called to discuss Chinese problems in the near future, such a conference must base its agenda on the treaties and agreements made at the Washington Conference. I am personally in favour of an early convening of an international gathering on Chinese questions, provided such a gathering limits its discussions within the scope outlined at the Washington Conference or makes the proposed Customs meet its starting point."

So declared Mr. John Van MacMurray, new United States Minister to China, to a representative of the *Toku News Agency* while on the train which was carrying him to his new post in Peking.

Minister MacMurray denied that he had received any instruction regarding America's move for calling a conference of the powers to consider extra-territoriality.

Continuing, Mr. MacMurray said, "Personally I am in sympathy with the Chinese national movement, signs of which have been manifested during the recent disturbances in this country, but it is regrettable that some of the leaders in the movement have been influenced by radical elements."

CHINA AT CROSS ROADS.

"China is today at the cross roads of radicalism and idealism, and for that reason, her people must exercise special care in conducting any movement such as is now carried on."

Mr. MacMurray said that his interview with Baron Shidehara, Japan's Foreign Minister, in Tokyo touched on the present Chinese situation, but that the conversations exchanged were very informal. The same was also true, he said, about his talks with Baron Shidehara on the Federal-Misut wireless question.

He added that the policy of the United States Government toward Soviet Russia has not yet changed. Ambassador Karakhan being the doyen of the Peking Diplomatic Corps, Mr. MacMurray intends to pay a visit to him to exchange greetings on his arrival in Peking.

Asked for his views on the American Immigration Act of 1924, the Minister expressed his regret that such a law was enacted for it has brought about undesirable effects upon American-Japanese relationship, but that nothing could be done just now regarding the Act.

SUN INSURANCE OFFICE.

REPORT FOR 1924.

The report and accounts of the Sun Insurance Office for 1924, which have just been received by the local Agents, Messrs. John Manners & Co., Ltd., show a credit in Profit and Loss Account of \$284,177.2.10.

An interim dividend of nine shillings a share, less income tax, was paid in January, absorbing \$23,700. A further dividend (being the 402nd since the foundation of the office, of eleven shillings per share, less income tax, was declared payable on July 1st, absorbing \$102,300. This leaves \$498,177.2.10 to the credit of Profit and Loss Account unappropriated. The total funds of the office amount to \$4,985,649.1.0.

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WITH reference to the Notice dated the 1st May, 1925, sent to Shareholders of the Company whereby a Final Call of \$5.00 per share was made payable on the 1st August, 1925, the General Managers have decided in view of the Present Condition of Affairs to Extend the Time for Payment of This Call.

Notice is Accordingly Herby Given that the said Date for Payment of the said Final Call is Extended until the 2nd NOVEMBER, 1925, and that the Form of Bankers Receipt already sent to Shareholders can be used as though the Date named therein were the 2nd November, 1925.

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General Managers.
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2 NEWLY-CONSTRUCTED 3-Storeyed Semi-detached HOUSES with Garages attached situated on Island Lot 2365 STRAITS ROAD, marked by Sign-board of SHUN SHING Contractor just a little above MORRISON GAP ROAD. Occupation about June 1st.
Apply—
SANG KEE,
New Bank Building. (2221)

WHEN

BUYING PLATES SPECIFY
"WELLINGTON"
ANTI-SCREEN PLATE.

An isochromatic Plate, giving a Fine Rendering of Tone and Colour Values without the use of a Light Filter. On account of its High Speed, the Plate is quite suitable for Hand-Camera Work, and is one of the Best All-round Plates obtainable, as it is capable of dealing efficiently with practically any subject that may present itself.

SOLE MANUFACTURERS—

WELLINGTON & WARD, LTD.
ELSTREE, ENGLAND.

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ALL PHOTOGRAPHIC DEALERS. (111)

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NEW ADVERTISEMENTS

HONGKONG STRIKE.

PUBLIC MEETING

will be held at the CITY HALL on MONDAY, July 27th, at 5.30.

The Hon. Mr. P. H. HOLYOAK will preside and will be supported by other UNOFFICIAL MEMBERS OF THE LEGISLATIVE COUNCIL.

Resolutions:

Resolutions affecting both local matters and the general crisis in China will be proposed from the Chair.

If any member of the Community wishes to have special resolutions considered, it is hoped that such resolutions will be handed to the CHAIRMAN, with the names of the proposer and seconder, before the meeting opens.

[2459]

THE EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO., LTD.

(INCORPORATED IN ENGLAND)

HONGKONG STATION.

TELEGRAMS FOR SHANGHAI AND BEYOND.

NORMAL WORKING with SHANGHAI and BEYOND. Has been RE-ESTABLISHED.

E. A. LEIGHTON, Stationer and Post Office, Hongkong, 24th July, 1925. [2457]

THE GREAT NORTHERN TELEGRAPH CO., LTD. OF DENMARK.

HONGKONG STATION.

TELEGRAMS FOR SHANGHAI AND BEYOND.

NORMAL WORKING with SHANGHAI and BEYOND. Has been RE-ESTABLISHED.

E. V. JESSEN, Superintendent, Hongkong, July 22nd, 1925. [2456]

LABOUR OFFICE.

WITH Reference to the Notice of June 22nd regarding all Persons wishing to offer their Services in the Public Interest to report to the Office of the Assistant Controller, the Labour Office for others than Chinese will be CLOSED as from SATURDAY, JULY 25th. The Office of the Assistant Controller or Labour Office will remain OPEN until further Notice.

G. M. YOUNG, Controller of Labour, Hongkong, 23rd July, 1925. [2453]

NOTICE TO CONSIGNEES.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER "MACEBONTA."

ARRIVED HONGKONG on 23rd July, 1925.

FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLE, MALTA, PORTSAID, ADEN, COLOMBO and STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharves and Godowns. Consignees at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless Instructions have been given to the contrary Six hours before arrival of the Steamer. Goods not cleared within 8 days, including date of arrival will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Gordon & Dorell, at 10 a.m. on Mondays and Thursdays, within the free storage period.

All Claims against the Steamer must be presented to the Underwriter on or before the 12th Aug., 1925, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & CO., Agents, Hongkong, 23rd July, 1925. [2455]

THE HONGKONG ELECTRIC CO., LIMITED.

As practically all the Chinese Employees have Absented themselves from Work and the Remainder of the Staff is required for the maintenance of the Electric Supply, the Company asks Consumers to Call at the Head Office, 11, QUEEN'S ROAD CENTRAL, and pay their Accounts which are now ready.

GIBB, LIVINGSTON & CO., LTD., Agents, Hongkong, 13th July, 1925. [2423]

HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

At the Request of the HONGKONG STOCK EXCHANGE and the HONGKONG SHAREBROKERS' ASSOCIATION the Closing of the Register of Shares of this Company has been POSTPONED.

AN INTERIM DIVIDEND of Two Dollars per share for the Six Months ending 30th June will be Payable on THURSDAY, AUGUST 13th, on which date Dividend Warrants may be obtained on Application at the Company's Office, 11, QUEEN'S ROAD CENTRAL.

The Transfer Books of the Company will be CLOSED from THURSDAY, the 30th JULY, to WEDNESDAY, the 12th AUGUST, 1925 (both days inclusive), during which period No Transfer of Shares can be registered.

By Order of the Board of Directors, L. E. GREENHILL, Secretary, Hongkong, July 17th, 1925. [2433]

INTIMATIONS

NOTICE.

AS and From MONDAY, 20th Inst., and so long as STRIKE Conditions Prevail Accounts due to this Company can be Paid at MESSRS. LANE, CRAWFORD, LTD. (HARBOUR DEPT.).

Consignees will greatly oblige if they will Advise themselves of this Opportunity. HONGKONG & CHINA GAS CO., LTD. [2445]

FOR SALE

BY THE UNITED STATES GOVERNMENT NAVY DEPARTMENT.

"AS IS" AND "WHERE IS" THE U.S.S. "AJAX," EX COLLIER "SCINDIA."

FOR Full Particulars regarding Terms of Sale and Inspection of Vessel, apply to the SUPPLY OFFICER, U.S. NAVY STATION, CAMERON, P.I.

Vessel Open for Inspection from JULY 15th, 1925, to AUGUST 13th, 1925, both Dates inclusive, between the Hours of 9.00 A.M. and 4.00 P.M., SUNDAYS and HOLIDAYS Excepted.

BIDS will be Publicly Opened at 2.00 P.M., AUGUST 14th, 1925.

Copies of Circular Proposals may be obtained at AMERICAN CONSULATE GENERAL. [2435]

THE HONGKONG AND WHAMPOA DOCK CO., LTD.

WITH reference to the Offer of New Shares dated the 10th June, 1925 (made to Existing Shareholders of the Company) by the terms of which the sum of \$30 per share was to be paid on or before the 15th July, 1925, and the sum of \$30 per share on or before the 15th OCTOBER, 1925, the Directors have decided that no regard be paid to the Shareholders (having a registered Address in the Far East) who do not feel themselves (owing to present circumstances) in a position to accept the Company's Offer on or before the 15th July, 1925, a further opportunity shall be given to them to take up the New Shares.

Such Shareholders may accordingly take up the New Shares on or before the 15th day of SEPTEMBER, 1925, and may pay the First Instalment of \$30 per New Share on or before that date. They will, however, be required to pay Interest at 6% per annum on the amount of such First Instalment from the 15th day of JULY, 1925, until the Date of Payment.

The Second Instalment of \$30 per share will be Payable Not Later Than the 15th DECEMBER, 1925, and Interest upon it will be Payable from the 15th OCTOBER, 1925, at the rate of 6% per annum until the Date of Payment.

This Notice will not affect those Shareholders who accept or have accepted the Original Offer and who make payment on the Dates originally fixed, i.e., as regards the First Instalment on or before the 15th July, 1925, and as regards the Second Instalment on or before the 15th October, 1925.

By Order of the Board, R. M. DYER, Chief Manager. [2398]

NORDEUTSCHER LLOYD, BREMER.

THE Motorship "FULDA" having arrived from BREMEN, HAMBURG and PORT, on 19th July, 1925, Consignees are hereby requested to note that their Cargo is being landed into the hazardous and/or extra hazardous Godowns of the China Provision Loan and Mortgage Co., Ltd., at Hongkong, and stored at their risk, whence Delivery can be obtained.

All Goods remaining undelivered after the 25th inst., will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Gordon & Dorell, at 10 a.m. on the 24th July, 1925.

No Claims will be admitted after the Goods have left the Godown and all Claims must be presented within Two Weeks of the Steamer's arrival, after which date they will not be recognized.

Consignees are requested to surrender their Bills of Lading to the Underwriter for counter-signature.

MELCHERS & CO., Agents, NORDEUTSCHER LLOYD, BREMEN, Hongkong, 20th July, 1925. [2450]

COMPAGNIE DES MESSAGERIES MARITIMES.

S.S. "LIEUT. ST. LOUBERT BIE."

LEFT SAIGON, 10th JULY, 1925.

CONSIGNEES of Cargo for Hongkong (ex above Steamer) are hereby informed that owing to Strike the S.S. "LIEUT. ST. LOUBERT BIE" is proceeding from SAIGON to SHANGHAI Direct, Hongkong Cargo has been landed at SAIGON where the Goods will remain in Storage at Consignees' Risk.

When conditions permit the said Cargo will be brought forward to HONGKONG. Free of Freight but all Expenses in connection with Landing, Storing and Reshipping at SAIGON will be for Consignees' Accounts.

No Insurance whatever has been or will be effected by the STEAMSHIP COMPANY.

COMPAGNIE DES MESSAGERIES MARITIMES, Hongkong, 17th July, 1925. [2444]

NOTICE TO CONSIGNEES.

The Steamship "KENDAL CASTLE."

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the China Provision Loan and Mortgage Co., Ltd., whence and from the wharves Delivery may be obtained.

Optional Cargo will be forwarded unless Notice to the contrary be given before 21st instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst., will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 6th prox., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 10 a.m., by our Surveyors, Messrs. Gordon & Dorell.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by DODWELL & CO., LTD., Agents, Hongkong, 21st July, 1925. [2453]

INTIMATION

THE SPIRIT INCOMPARABLE.

True to the last echo of friendship, ready to guard and to give.

Fine as the health of the Highlands: strong and generous too,

For such is the worth of a Clanman, and—

DEWAR'S.

DEWAR'S

"White Label" and

"Victoria Vat."

As supplied to the Houses of Lords and Commons.

By Royal Appointment to His Majesty The King.

SOLE AGENTS:

A. S. WATSON & CO., LTD.

Hongkong Office: 14, Chester Road. London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, JULY 24TH, 1925.

CIVIC DUTIES.

The announcement that a public meeting will be held to consider problems arising out of our recent experiences has aroused great interest. All sections of the community are invited to attend. Here is an opportunity which must not be lost, for the meeting, if successful, will greatly affect the future of this Colony. We are confident that the results will be most valuable, but there is always a danger that the citizens of Hongkong may feel that their own opinions can be expressed by other people and that there is no necessity for them to be present personally. It should be understood that it is an elementary duty of every intelligent resident to attend this meeting of citizens if only to encourage those public spirited individuals who are attempting to organise our local civic life.

This meeting will test the local patriotism of those who live in Hongkong. It will be an answer to those cynics who say that nobody cares for anything but money making and money spending in this part of the British Empire. We are convinced that there are many who are willing and anxious to give time and energy for the common weal. The civic associations at the Peak, Kowloon and Mid-Levels are evidence of that.

Under normal conditions the European section of the community in Hongkong is frequently changing. Men who are employed by the more important commercial firms are moved to various other places in the Far East. The officers in

the Army, the Navy, and the Naval Dockyard seldom remain with us for more than three years. Everyone is absent from the Colony, roughly, for about one year in five, for "home leave" is not only a custom, but a necessity. This constant movement in the life of the Colony has its advantages. It prevents stagnation of ideas. It has also a great disadvantage. It may not be easy to take a detailed interest in the civic life of a place if it is not likely to be a permanent abode. There have been, of course, some notable exceptions, but usually it is the permanent residents who are most interested in the welfare of Hongkong.

The great majority of the permanent residents are of the Chinese race, but many are British subjects, and, while we again safeguard our statement by mentioning the splendid exceptions, yet we must, in fairness, voice a sense of disappointment, that more of the Chinese residents of Hongkong do not take an active interest in civic affairs. We acknowledge, with gratitude, the magnificent contributions to the well-being of less fortunate citizens that have been made by Chinese workers at the Tung Wah Hospital and in similar charitable organisations. We have recorded the numbers of Chinese who have joined up as special constables and who have given voluntary help in other spheres of activity. What is needed is some sort of organisation that will enable the Chinese citizens of this Colony to come forward at the first sign of attack upon the communal life, and prevent, by instant propaganda, a general stampede of the more ignorant workers. The Chinese citizens of this Colony have great interests at stake. They possess a liberty and protection here that they cannot obtain in China. They own a great deal of the wealth of the place. We want all sections of the community, Chinese, Indian, British, Portuguese and other races, to get hold of this idea of synthetic human effort for the benefit of Hongkong.

It is an idea that comes and goes—that is the danger. We are all of us continually lapsing from it towards individual isolation again. We all need constant stimulation to make us remember this idea if it is to remain a predominant living fact in our lives. That is one reason why we have advocated a public meeting to deal with the present situation. We are sure that it will make all sections of the community realise that every intelligent citizen in Hongkong has civic duties which it is incumbent upon him to perform.

Many people hang back because of a certain modesty, or shyness. They have a dread of the glare of public life. Our Chinese friends, especially, suffer from this disinclination to work in co-operation and they quote a proverb which advises one not to sweep the snow off one's neighbour's doorstep. Yet if this Colony is to prosper in the future, as in the past, there is one personal duty which none may evade, and that is thinking hard and criticising strenuously what, for want of a better term, we will call local municipal affairs. The worst type of citizen is the intellectual coward, the mental sloven and sluggish, the person with a stupid and obtuse mind. It is a duty to take some account of local problems and to work with others for the good of the community. It is either due to cowardice or pride if we do not communicate our thoughts to our fellows. Every good citizen is a propagandist, for he is always urging improvements. We have a thought and we ought to make it the community's thought or give the community a chance to show us that the thought is useless and must be cast aside. The good citizen recognises his duty to his family and his dependents, but he has also a duty to those who make up the community of this Colony.

We believe that more than ninety per cent. of the citizens of Hongkong were entirely out of sympathy with the strike and all that was behind it. Despite that fact they could do practically nothing in the emergency suddenly created. The

most amazing part of the whole business was the helplessness of the community. There was, in the beginning, as far as we can understand, a most active and virulent campaign of propaganda in favour of the strike. Nobody seems to have been ready with counter propaganda.

There will be many proposals to consider at the public meeting and we invite our readers to put forward their ideas in advance so that they may be hammered out and treated beforehand. We make one suggestion here and now. We propose that a civic committee be formed, with representatives of the existing associations and other sections of the community. The main purpose of the committee should be to consider all problems connected with the general welfare of Hongkong, with, of course, particular reference to the circumstances that have arisen as the result of the strike. The public meeting will demonstrate broadly the views of the people. The committee, whilst keeping in touch with the general views, will be able to consider the problems in greater detail and formulate some practical plan of campaign. After all we are citizens of no mean city and we should work for the community as well as for our own individual interests. In actual fact the two are inseparable.

FLOOD DISASTERS.

During the last year or two we have been slowly waking up to the fact that stricter control should be exercised over building operations in the Colony in the summer months.

Things are obviously in a bad way when every rainstorm of full tropical severity is able to convert Happy Valley into a wilderness of boulders and mud, to foul the reservoirs, block the roads, carry away retaining walls and occasionally—as in the deplorable disaster last Friday—to test the capacity of our mortuaries. Engineering operations on the precipitous slopes of our hills demand, at the best of times, a great deal of skill and care to avert disaster, and when the conditions are aggravated by deluges of torrential rain, an occasional catastrophe is almost inevitable.

On the other hand, it is held by those who are competent to judge in these matters that all the blame cannot fairly be saddled upon the elements, that in a large majority of cases destruction to life and property could have been avoided by the exercise of greater care and forethought, and that the only remedy against similar calamities in future lies in stiffening very considerably our building regulations.

The most satisfactory method, perhaps, of dealing with the matter would be for the Government to invite the assistance of a small Committee of experts whose inquiry into the causes of the more recent disasters, to submit, for incorporation in the Building Ordinance, such regulations as they think will reasonably meet the requirements of the situation. Such a Committee would have to consider, among other matters, the advisability of restricting building operations of a dangerous nature to the dry months of winter; or, if, in their opinion, these operations must be permitted in the summer then stringent rules should be introduced to cope with the special difficulties which arise in times of heavy flood. Inadequate drainage facilities would seem to be the most serious source of danger. One occasionally sees a retaining wall called upon, unsuccessfully as a rule, to perform the functions of a dam.

The problem of dangerously situated retaining walls would also seem to require special attention. In the design and construction of such walls safety should be insisted upon regardless of cost. Again, the practice, commonly adopted by the road engineer, of letting the sides of his cuttings find their natural slope, is one of doubtful economy in certain areas. Even a small landslide is capable of blocking drains and diverting storm-water into unexpected places, often with disastrous effect.

These are just a few points which we mention in passing. What we earnestly press for is the introduction at an early date of legislation which will help to safeguard our beautiful island in the future against the scenes of desolation and disaster with which, alas, we are becoming only too familiar. Every reform would seem to demand its price. In this case the price has been paid, not once but several times, in full.

From August 1st the Queen's Theatre will be taken over by the Hongkong Amusements, Ltd.

No cases of notifiable disease were reported in the Colony during the 24 hours ended on July 22nd.

The Nederlandsch Indische Handelsbank (Netherlands India Commercial Bank) has declared a dividend of 10 per cent. for the year ending December 31st, 1924.

The U.S.S. *Asheville* arrived from Canton on Wednesday evening about ten o'clock and experienced some difficulty in finding her buoy. The U.S.S. *Bulwer* directed her with her searchlight, which lit up the buildings along the Praya.

Passengers returning from Home by the s.s. *Macedonia*, which arrived in port yesterday morning, included Mr. V. Alexander, Miss G. Bott, Mr. A. H. Bishop, Mr. J. Cameron, Capt. I. Chalmers, Messrs. Eric Hudson, Y. Ling, J. M. McLeod, E. Narsaw, R. O. Sutherland, R. Walker, and D. C. Wilson, Lieut.-Commander J. R. Thompson, R.N., and Mrs. J. Turbyme and child.

At about 2 p.m. yesterday a quarrel took place between two members of the Japanese crew of the *Empress of Russia* which resulted in a Japanese fireman stabbing one of his countrymen named Yashi, a pantryman. Yashi was snatched in several places and taken to the Government Civil Hospital in a critical condition. The assailant escaped ashore and had not been traced by the police at a late hour last night. The *Empress of Russia* will leave at 5 p.m. this afternoon.

The Home mails via Suez, letters and papers London 25th of June, and parcels June 17th, arrived by the s.s. *Macedonia* yesterday. Altogether a total of 246 bags of letters and papers, together with a parcel mail totalling 133 bags, were landed by 10.30 a.m., and the Post Office sorting staff had begun work on them by 11 a.m. Of the letter and paper mail, 111 bags were from the United Kingdom, while 22 bags were Naval mail. Letters were ready for collection between 12 and 1 o'clock and the papers were ready by the middle of the afternoon.

THE JUNE SETTLEMENT.

FAIR PROPORTION OF THE TRANSACTIONS COMPLETED.

Yesterday the one great topic of conversation was the June Settlement—how is it going?

At fifteen minutes a number of the brokers were gloomy and pessimistic. There was talk of legal proceedings and bankruptcy.

During the afternoon, however, the situation seemed to improve, and with the final clearance of cheques at the banks between 6 and 7 o'clock it was generally conceded that the position was as satisfactory as could possibly be anticipated in the circumstances.

There are a considerable number of transactions still to be completed. It is rumoured that, at any rate, some cheques were returned with a polite request "to refer to drawer." But the fact remains that the Settlement "went through." Troubles and difficulties may still arise, but nothing like to the same extent that would have been the case had there been a general break down.

It is expected that the Stock Exchange will be re-open on August 1st.

GUARDING THE BORDER.

PUNJABIS SENT TO SHEUNGSHUI POLICE STATION.

By the 7.10 p.m. train last evening two platoons of the 5th/2nd Punjab, under command of Capt. O'Leary left for Sheungshui, a station on the Kowloon-Canton railway which is just on the border of the New Territories and China. They left at short notice, and it is understood they have been sent to strengthen the Sheungshui Police Station owing to the arrival of a number of Chinese troops from Canton.

MISSION TO FAR EAST.

POSTPONEMENT ADVISED.

Owing to the unsettled state of the country and in view of the fact that adequate preparation is impossible, the Bishop of Victoria (the Right Rev. O. R. Duppuy) after consultation with Bishop Norris, of Peking, and Dean Symons, of Shanghai, has advised the postponement of the Mission to the Far East.

The two missionaries, the Bishop of Barrow and Canon Woods, were due to leave England in October.

D'YE KEN JOHN THE ORIGINAL HAIG?



JOHN HAIG & CO., LTD.

Distillers, Markinch, Scotland.

Tel. Central 135.

GANDER, PRICE & CO., LTD.
St. George's Buildings, 101, Queen's Street.

A VICTOR MASTERPIECE. 5th SYMPHONY (C. MINOR). (BEETHOVEN).

ROYAL ALBERT HALL ORCHESTRA.
COMPLETE IN ALBUM.

S. MOUTRIE & Co., Ltd.

THE PATHE-BABY CAMERA.



SIMPLE AND INEXPENSIVE.

Records your child's pranks, every detail of its life, all stages of its development, with all the realism that only a motion-picture can give. This record becomes priceless in after-years.

COMPLETE OUTFIT \$72.00
RAW PATHE-BABY, NEGATIVE FILM \$1.30

WRITE FOR INTERESTING DESCRIPTIVE BOOKLET.

Pathe-Orient

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FORMOSA MACHINE MADE BRICKS

The most ideal **BRICKS** unexcelled in
DURABILITY AND EFFICIENCY.Stocks carried
LEUNG HON-CHI,
Agent.30 and 31, Connaught Road Central.
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STOCKINGS and SOCKS

of the Finest Quality
in Lisle Thread
Wholesale and Retail
quotations fromSouth China Knitting
Factory,
MONGKOK, KOWLOON.

Tel. Address: SOVENIMAN. Tel. K. 598.



U.S. FINANCIER'S VIEW. BRITONS SHOULD WORK HARDER.

Mr. Richard D. Wyckoff, an American financial authority and editor of the *Magazine of Wall-street*, who arrived in London recently after studying the financial and industrial conditions of Europe, is convinced that the industrial depression now so severe in this country is likely to have a tremendous reaction throughout the world.

To a *Daily Mail* reporter he said: Men and women in this country are not working hard enough individually. You have your unemployed, it is true, but it is only by every employee who is in work working to full capacity that greater employment can be achieved and greater output realized.

Referring to figures showing the import and export trade of Great Britain, he added:

They tell the tale of slackness in British factory-output compared with that of France and Germany. I have seen and studied work in those countries, and I am convinced that Great Britain must work harder, turn out more goods, and strive to regain her old markets—and new ones, where her goods are needed—to reduce the present industrial depression and to prevent it from becoming a menace to the rest of the world.

Every nation depends upon Great Britain's industrial strength, and that strength must not be allowed to waste away.

Germany is making good industrially as fast as every individual worker can make it. Her workers seem to me to be putting their shoulders to the industrial wheel with a great deal more determination than the workers in the rest of the European countries.

MISUSED DOLE.

Mr. Wyckoff believes that Britain is making a big blunder by continuing the dole. He said:

A few weeks ago I saw in *The Daily Mail* an excellent letter suggesting that the dole should be applied to the subsidizing of industry. That is a very right and proper scheme to adopt, and it is something of a mystery to most people in the realm of international commerce that such a plan has not been long since put into force.

I believe, as all people do both in the United States and on the Continent, that your leaders of industry would be ready to meet the greater factory output accruing from harder individual work with a considerably greater expansion of marketing.

Far fewer people are now permitted to enter the United States and the different British Dominions in search of work, and, sooner or later, those avenues of employment abroad will not exist at all, owing to the increasing population among those who have already established themselves.

There is another aspect—that of science and research in industry, which are swiftly making old industries obsolete. In the United States coal is rapidly being superseded by fuel oil.

Even the large hotels, offices, and houses there are burning fuel oil instead of coal for their heating, power, and illumination. It is far cheaper, not so messy, and saves labour.

Electrification is another factor that industrialists have to consider, and the workers themselves must also note the stride it is making if they are to survive in the struggle of competition.

Sooner or later the world will come out of its depression, but for the time being it is a rather painful process.

MODERN WOMAN.

DOCTOR'S TRIBUTE TO HER
INFINITE VITALITY.

SILK THE SECRET.

It used to be said that men were "too old at 40." Now comes a doctor who declares that at 40 the modern woman—

Looks 20.
Plays golf and tennis by day.
Jazzes far into the night.
Is first down to breakfast, and without the temper of a bear.

The author of this and other tributes to modern women is Dr. Percy Hall, who is acting-thorapist at Mount Vernon Hospital, London.

Last month he addressed the Women and Public Health section of the congress of the Royal Institute of Public Health, which was being held, appropriately, at "Dr." Brighton.

"Never have the gentler sex been so healthy nor so attractive as they are today," said Dr. Hall.

A generation ago the woman of 40 was an old lady, who wore voluminous flannel petticoats and a shawl across her shoulders while she sat by the fire and crocheted.

"To-day the woman of 40"—and he rolled off the tale of her activities as given above.

THOUGHTLESS CHANCELLOR.

"She is emancipated both in body and mind, and appears to have captured the veritable elixir of eternal youth," he went on.

"What has she done? Simply cast away those superfluous clothes. Wearing silk next her skin, short skirts and clothing low in the neck allows more light and air to get to her body."

"As a direct consequence, she has achieved youth, beauty, and health."

"And yet the first act of a Conservative Chancellor of the Exchequer is to put a duty upon silk and artificial silk. These permit the rays at the violet end of the solar spectrum to pass through."

"By his thoughtless action the Chancellor of the Exchequer has dealt a blow against the health of the fair sex. I feel assured that he will have cause both to repent and relent."

THE CABLE WINS.

[BY GEORGE E. CLARKE.]

Will the wireless render submarine cables obsolete? It has been freely declared that the cable is doomed, but the cables have, nevertheless, found the capital necessary to lay 32,000 nautical miles of cable since the war, 20,000 miles of which were ordered in 1924.

Transatlantic wireless has been in operation for nearly eighteen years, in active competition with the cable companies, and there is not the slightest doubt that Marconi's world-famous invention has made itself felt. In 1907, when the first Transatlantic wireless circuit was installed between Clifden, Galway, and Glace Bay, Nova Scotia, the working speed was seldom more than ten words per minute, and transmission for lengthy periods was often impossible owing to "atmospherics."

Nowadays, by the use of automatic sending apparatus direct transmission at a speed of sixty words per minute between London and New York is sometimes possible, and on shorter circuits, for example between London and Paris, a speed of one hundred words per minute is often maintained.

What of the cables? It is astonishing that so little notice has been taken of the great revolution taking place in cable telegraphy. Many improvements have taken place in sending and receiving apparatus, and now-a-days the majority of the cables are connected up direct between London and New York by rotary repeating relays, no retransmission en route being necessary. Important cablegrams are transmitted, and the reply received in two minutes, and the winner of the Derby is known in New York fifteen seconds after passing the winning post.

In recent years the working speed of cables has gradually been increased to fifty or sixty words (300 letters) per minute, maintainable the whole twenty-four hours, winter and summer, but the most important and far-reaching development is the invention of an entirely new type of cable.

This striking invention embodies for the first time in a submarine telegraph cable the familiar principle of "inductive loading," which has been accomplished in this instance by wrapping the copper conductor of the cable in a thin tape of a new metallic alloy, known as "Permalloy," which makes possible a speed five times that of any existing cable today. The first cable of the new type was laid this spring between New York and the Azores, and is operated at a speed of 1,500 letters (300 words) per minute. Laboratory research has resulted in still further improvement, and another new cable to be laid next spring between London and New York via Newfoundland, now being manufactured, will not only have a transmitting speed of 2,500 letters (500 words) per minute, but may also be subdivided into several channels.

In face of this remarkable cable development the advantage for the moment would appear to be with the cables, on account of speed, regularity, and secrecy; lack of secrecy is one of the admitted drawbacks to wireless, even today.

Woodward's Gripe Water.

SAVING BABIES EVERY DAY

Woodward's Gripe Water has assisted millions of babies safely through the teething crisis and preserves them from the prostrating effects of diarrhoea and other internal disorders.

It is the little dose given regularly after each meal that keeps the stomach healthy.

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KAN TONG PO,

Chief Manager.

Hongkong, 16th February, 1925. [33]

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A. E. FERGUSON,

Manager.

Hongkong, April 15th, 1925. [32]

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Letters are being at this Office for

Boxes—X, Y, Z, X, Y, Z, X, Y, Z,

40, 38, 36, 34, 32, 30, 28, 26, 24, 22, 20, 18, 16, 14, 12, 10, 8, 6, 4, 2, 1.

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Come and see all your favourite stars at play:

Charlie and "Doug" and Mary, Will Rogers and Baby Peggy, Tom Meighan, May McAvoy, Barbara La Marr, Ben Turpin, Gloria Swanson—but why continue the list?—There are

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(FIRST CLASS COMEDY IN TWO REELS).

USUAL PRICES.

WORLD THEATRE

SIESTA.

The year's (as Comrade Browning observes) at the spring; and day's at the morning's at (approximately) 12.30. Is the hillside dew-pearled? Is the lark on the wing? Is the snail on the thorn? I have not looked, writes D.B. Wyndham Lewis, the English humorist, in the *Daily Mail*. I am lying under a tree on a little hill in Tuscany, outside the walls of Siena, half-drowned in happiness and staring through half-closed eyes at the great bowl of sky above me. The whole world is a blaze of gold and blue. I have had a breakfast of bread and honey (like the Queen in her parlour) and I am stretched out lazily, thinking of absolutely nothing.

No, I am not. I am thinking of something. I am thinking of Comrade Pelman. I am thinking how sick he would be because I am not making a mental note of the objects around me. In the last half-hour I have seen a bee, an ox, three peasants, five little white clouds, a flight of birds. . . Or is it a box, five pheasants and a flight of cows? I do not remember. I do not care. The outraged screams of Comrade Pelman impinge pleasantly on my drowsy ear. He screams like a lark, and sometimes he booms like a bell. I open my eyes with some difficulty and perceive a lark mounting into the blue. The bell is one of the bells of San Domenico in Siena. It is ridiculous to mix up Comrade Pelman with a lark. He would certainly not fly up and down in such an aimless way. He would ask himself, "Am I increasing my song power? Am I stronger on the wing to-day than I was yesterday? Am I among the Birds Who Matter or am I still chirping round in the Old Rut?" On which he would immediately impale a worm with knowledge and mastery and take a powerful trial flight.

Another thing I am thinking about is the state of England. I wonder what is happening in England, what disasters are overtaking my country in my absence. I wonder if the Bank Rate has fallen to par, or is sagging, or has been written off, or carried over to current account, or whatever happens to it. I wonder if war has been declared on anybody, if there has been an earthquake, if the Government has fallen, if the editor of the *Dancing Gazette* has come a runner at the Palais de Danse, Hammer-smith. This last thought contents my features with a strong convulsion of agony and shame; much the same as happened to Lord Henry Maitravers when he learned from Constance St. Ermin that she had already plighted her troth. A warm wave of colour, if I remember rightly, rushed over her face and neck. Lord Henry's features were contorted, and he turned aside, quickly biting his lip.

I have turned aside and quickly bitten my lip. It hurts.

I wonder lazily how the heroines of Victorian fiction timed the wave of colour so accurately, and if the heroes really thought it clever, and contrariwise, I wonder if the heroines liked to see the heroes twisting their faces. I wonder if they ever timed it all wrong. For example:

LORD HENRY (in a low voice): Were it possible, Miss St. Ermin, for one to whom your lightest wish, your least desire, were immediate and immutable law—were it his privilege—no, his right—

A wave of colour sweeps over Constance's face and neck.

LORD HENRY (much annoyed): I beg your pardon. I had not finished.

CONSTANCE (falling back): I was not aware—I did not dream—that I had interrupted an avowal which—

LORD HENRY (sharply): You cannot deny, Miss St. Ermin, that a warm wave of colour has this moment swept over your neck!

CONSTANCE (turning aside): No, no.

LORD HENRY (recoiling): Your ears are quite red.

CONSTANCE (sinking into a chair): Leave my presence, sir.

LORD HENRY (angrily): Certainly, as soon as my features have been properly convulsed.

He turns aside and becomes convulsed with agony, biting his lip at the same time—a difficult thing to do. As he does so a sharp yelp escapes him.

CONSTANCE: You feel—

LORD HENRY (in a muffled voice): I caught my whiskers.

Goes out sideways.

A little tiny breeze comes down the valley and stirs the trees. Over the old city wall a little cloud is sailing, and the southern road, glaring white in the sun, climbs up through the gate, past the Roman bath and the street of the tanners, past the house of Catherine, Servant of God, up to the narrow main street of Siena, with its palaces, and so to the crown and glory of Tuscany, which is its white and black marble cathedral. It is immensely hot, and the grasshoppers are in full song. I tell myself that they do it by rubbing their hind legs together. Nobody else can do this. I wonder how an audience would look in Queen's Hall if a singer came forward and rubbed a group of Brahms *lieder* at them. I wonder if he would do it by holding on to the piano-forte (if Mr. Liddle—or Mr. Kiddle—would let him; which I doubt), or by lying down between two potted palms. The critics would say: "Early sock trouble marred Mr.—'s first offering, but in the *rubato* passages he was in excellent leg. He should, however, endeavour to avoid over-emphasising his *bravura* by wiggling the toes."

It is tremendously hot. I close my eyes and think that later in the day I will go to Poggibonsi, which I passed in the train some days ago. I want to go to Poggibonsi because its name attracts me. It is a little place on the line to Siena, and on its platform there is a memorial tablet to George Stephenson. I do not know why. Perhaps they are fond of steam, as some people are of string. I deliberate on the pleasant name of Poggibonsi. It sounds like a fat man blowing bubbles through a B-flat

oboe. It is a soothing, bomblesome word.

Poggibonsi. Poggibonsi. Poggibonsi. You must boom lightly on the penultimate. Thus. Poggi-BON-si.

I wonder (very drowsily) why Comrade Browning, who was so good at Italian placenames, never worked Poggibonsi in to something. Genuine line by Comrade Browning:

What she feared it, lamping Samminiato!

Lines composed by me on the spot on behalf of Comrade Browning, working in Poggibonsi:

What, then! We met, quotha, at Poggibonsi!

(Hand to the helves, there! Count the thing achieved!)

At, but when Strozzi pumped it at Firenze,

(He! So—you glimpse it! On that night, remember,

North, famed torch, flashed blade—you know the rest!)

Poggibonsi served a turn there, you'll afford—

For a thousand turns such, handled—

Forth leers old Pandolf from his onion bed.

I do not know what it means. It is in Comrade Browning's well-known obscure manner.

I am very sleepy. I wonder less and less about Comrade Browning and Poggibonsi. Poggibonsi. Poggibonsi.

I am sinking very slowly into a warm green sea. It is translucent. It is full of the murmurings of bees and the sleepy note of birds. Gorgeous fish waver past. One looks like Comrade Pelman. He is biting my toes.

Millions of miles away there is music. "Sounds and sweet Argos, that give Delight, and hurt not." Who said that? Poggibonsi.

Down, down, down.

Pogg.

A-aa-aa-h!

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, July 23rd.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.73	29.71	29.68
Temperature	88	79	80
Humidity	63	51	71
Wind Direction	SW	W	SW
" Force	3	2	2
Rain	0.00	0.00	0.00

Highest open-air Temperature on 22nd ... 98

Lowest open-air Temperature on 23rd ... 79

HONGKONG TIDE TABLE.

From July 24th to 30th, 1925.

Days of Week	Day of Month	High Water.		Low Water.	
		H'kong. Standard Time.	Height.	H'kong. Standard Time.	Height.
Fri.	24	h. m.	ft. in.	h. m.	ft. in.
		10 35	4 1	4 15	2 1
Satur.	25	10 43	4 1	6 14	1 1
		11 8	6 6	6 49	1 3
Sun.	26	11 17	6 6	5 45	3 2
		11 48	6 2	7 28	1 6
Mon.	27	1 54	4 3	8 5	3 3
		2 33	5 6	8 50	3 4
Tues.	28	1 32	5 0	9 44	3 1
		1 32	4 9	9 44	3 1
Wed.	29	3 9	4 4	11 13	2 6
		4 26	5 4	10 30	2 8
Thur.	30	5 22	4 1		

OVER HALF A CENTURY REPUTATION FOR THE CURE OF ALL THE DISEASES OF THE URINARY TRACT, GONORRHOEA, GRAVE BACILLARIA, GON, SYPHILIS, ETC. DR. LE CLERC'S PILLS FOR THE URINARY TRACT, GONORRHOEA, GRAVE BACILLARIA, GON, SYPHILIS, ETC. DR. LE CLERC'S PILLS FOR THE URINARY TRACT, GONORRHOEA, GRAVE BACILLARIA, GON, SYPHILIS, ETC.

Phon!

Weather Forecast.

Hot weather will continue for several months.—Official.

Let's talk of—

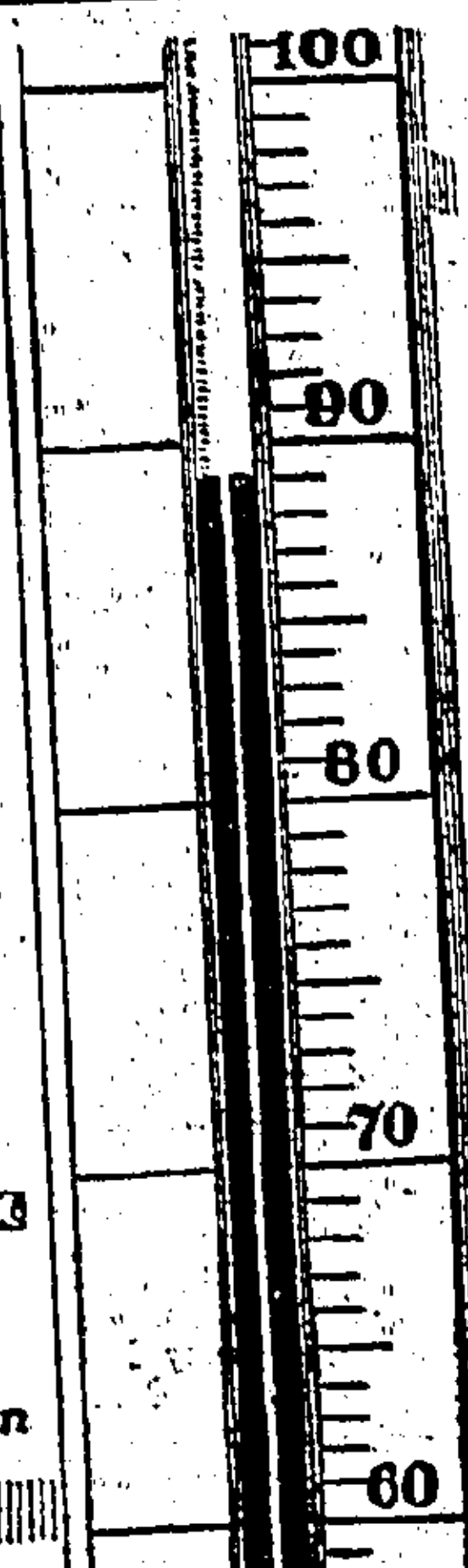
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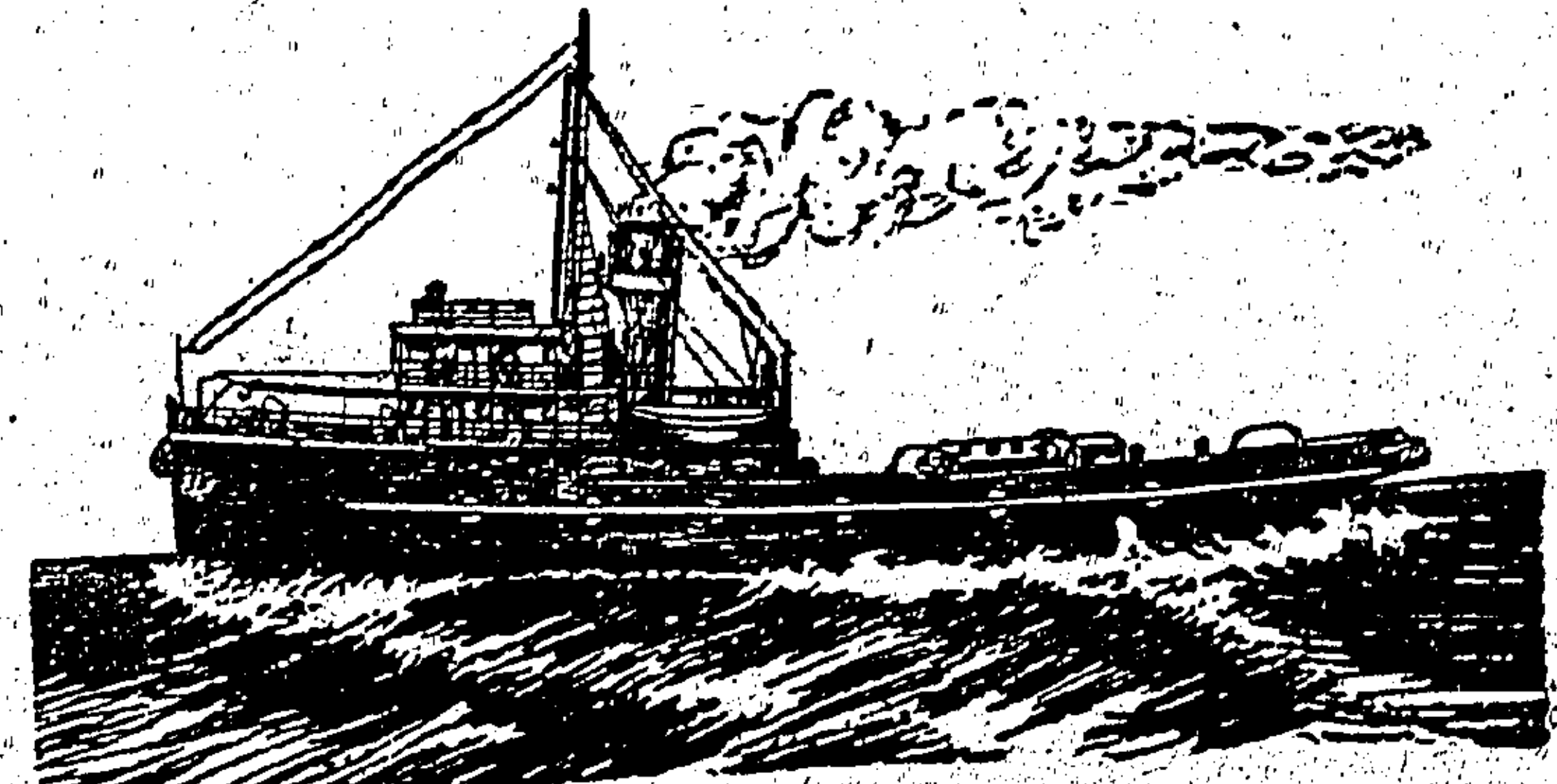
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SHIPPING NEWS

ARRIVALS.

July 21st.
Kendal Castle, British str., 3,970 tons,
Capt. W. Petrie, from New York and
Manila, with a general cargo, lying
at Stonecutters.—Doddwell & Co.

July 22nd.

Kakugo Maru, Japanese str., 3,879 tons,
Capt. K. Shinji, from Nagasaki,
lying at buoy No. A2.—T.K.K.
Toulin, French str., 842 tons, Capt. F.
L. Morvan, from Haiphong, with a
general cargo, lying at buoy No. C41.
—M.M.
Hed Kruis, American str., 3,339 tons,
Capt. C. J. Swenson, from Portland,
Ore and Amoy, with a general cargo,
lying at buoy No. B21.—Columbia
Pacific S.S. Co.

July 23rd.

Ats. Maru, Japanese str., 3,071 tons,
Capt. Y. Kawashima, from Nagasaki,
with a general cargo, lying at buoy
No. A4.—N.Y.K.
Delta, British str., 4,738 tons, Capt. F.
Sudell, from Yokohama, with a general
cargo, lying at buoy No. A3.—
Mackinnon, Mackenzie & Co.

Alansui Maru, Japanese str., 2,493 tons,
Capt. N. Suzuki, from Karatsu,
with a general cargo, lying at buoy
No. A25.—Nanyo Yusen Kaisha.
Alcedon, British str., 3,630 tons, Capt.
Capt. H. W. Foster, from Singapore,
with a general cargo, lying at Kow-
loon wharf.—Mackinnon, Mackenzie
& Co.

PASSENGERS.

ARRIVALS.

Per s.s. Delta, on July 23rd:—Mr. and
Mrs. F. P. Vassina, Mr. W. Douglas,
Mrs. W. Weyler, Petty Off. E. Green,
A. B. E. J. Piercy, A. B. W. Niven, Mrs.
F. Halek, Mr. A. Loya, Mrs. M. F.
Dastoor, Mrs. Khambata.

SHIPPING NOTES.

The following notice is placed in the
Harbour Office:—The master of the s.s.
Elubank reports that in latitude 12.12
N., longitude 121.45 E. he passed two
tree trunks about 30 feet long and about
four feet diameter, dangerous to naviga-
tion.

SHIPPING MOVEMENTS.

The R.M.S. Empress of Australia ar-
rived in Yokohama on July 21st at 7 p.m.,
on July 22nd at 2 p.m., and is due
in Hongkong on June 26th at 2 p.m.

VESSELS EXPECTED.

Niella (P. & O.), due July 26th.
Muntia (P. & O.), due today.

THE NEW FRENCH REMEDY
THERAPION NO. 1
THERAPION NO. 2
THERAPION NO. 3
No. 1 for Blood & Skin
Diseases. No. 2 for Chronic Wounds, sores &
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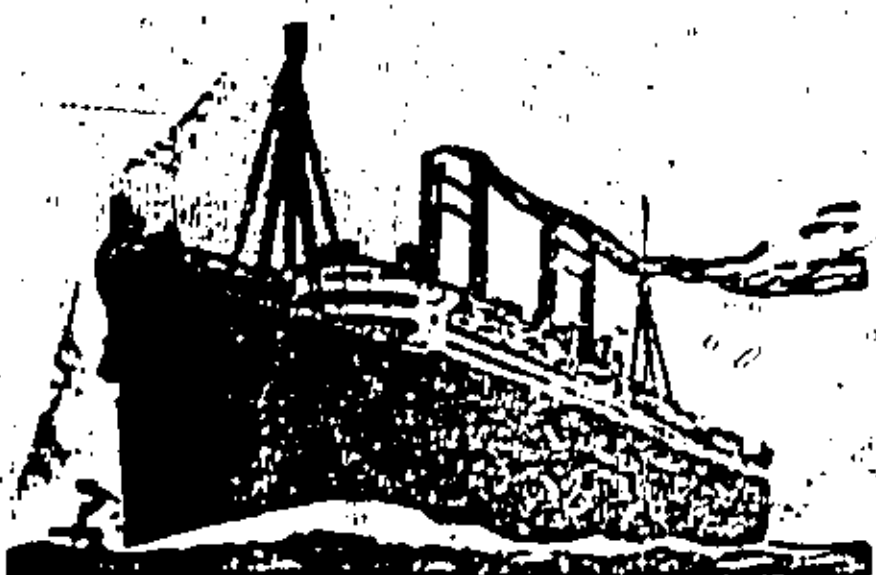
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TJIKARANG	SHANGHAI	29th "	4th August	BATAVIA
TJITAROEM	JAPAN	8th August	10th "	do.
TJISALAK	SHANGHAI & AMOI	12th "	15th "	do.

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*FULDA	19th August	22nd August, 1925
*PALZ	16th September	14th October, "
*SCHLESSEN	10th October	14th November, "
*TRIER	7th November	12th December, "
*SAARBRUECKEN	24th December	12th January, 1926
*COBLENZ	2nd January	7th March, "
*FULDA	20th January	4th April, "
*DECKLINGER	27th February	1st May, "
*TRIER	27th March	28th May, "
*SAARBRUECKEN	24th April	

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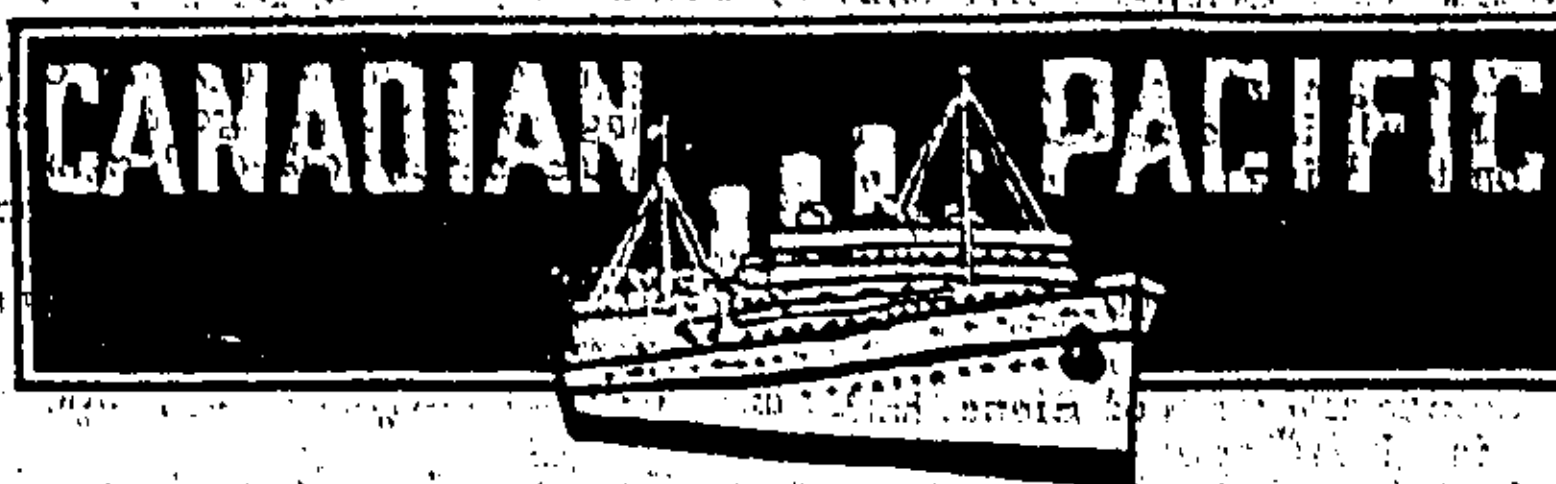
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THURSDAY, 27th Aug. 11 a.m.

KAGA MARU

MARSEILLES, LONDON & ANTWERP via Singapore Ports

Saturday, 1st Aug. at 11 a.m.

KAMO MARU

HAMBURG via LONDON & ROTTERDAM & Ports.

Sunday, 9th Aug.

LIMA MARU

LIVERPOOL via ADEN & MARSEILLES.

Tuesday, 18th Aug.

TOYOHASHI MARU

SYDNEY & MELBOURNE via Manila & Ports.

Tuesday, 21st July at 4 p.m.

AKI MARU

MUSHIMA MARU

NEW YORK and/or BOSTON via PANAMA.

Tuesday, 4th Aug.

BUENOS AIRES via Singapore, Durban & Cape Town.

Wednesday, 12th August.

KANAGAWA MARU

BOMBAY via Singapore & Colombo.

Tuesday, 15th July

TAMBA MARU

CALCUTTA via Singapore, Penang & Rangoon.

Thursday, 20th August

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU

SHANGHAI, KOBE & YOKOHAMA.

Tuesday, 28th July

KASHIMA MARU

WEDNESDAY, 11th August

HAKONE MARU

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S.S. "LAISANG"

Taking Cargo and Passengers will leave for SINGAPORE, PENANG and
CALCUTTA on TUESDAY, 23rd JULY, at Noon.

KORE via MOJI	"KUMSANG"	Saturday, 25th July, at 7 a.m.
STRAITS & CALCUTTA	"LAISANG"	Tuesday, 28th July, at Noon.
KORE via MOJI	"NAMSAUNG"	Tuesday, 28th Aug. at Noon.

REGULAR SAILINGS ARE MAINTAINED AS FOLLOWS—

CALCUTTA—HONGKONG—JAPAN LINE	EVERY TEN DAYS
SHANGHAI—HONGKONG LINE	EVERY THREE DAYS
HONGKONG—MANILA LINE	EVERY SATURDAY FROM SINGAPORE
HONGKONG—YOKOHAMA LINE	EVERY SATURDAY FROM SINGAPORE
HONGKONG—BATAVIA LINE	EVERY SUNDAY FROM SINGAPORE
HONGKONG—TIENTSIN LINE	EVERY FORTNIGHT
HONGKONG—BANGKOK LINE	EVERY WEEK

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OUTWARDS

HOMWARDS

Vessel	Due Hongkong	Vessel	Leaves Hongkong	Discharges
"PEMBROKE" SHIP	do.			
Cargo discharged Singapore.				
"GLENIFFER"	do.			
"GLENOGLE"	3rd Aug.			
"GLENAMOI"	13th Aug.			
"GLENABARY"	3rd Sept.			

Movements are subject to change without notice.

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(33 days to San Francisco, 28 days to Los Angeles).

U.S.B. "WEST IVAN"	Due Hongkong 26th July.
U.S.B. "WEST FARALON"	Leave Hongkong 31st July.
U.S.B. "WEST FARALON"	Due Hongkong 14th August.
U.S.B. "WEST FARALON"	Leave Hongkong 15th August.

TO MANILA AND ILOILO.

U.S.B. "WEST CAJON"	Due Hongkong 22nd July.
U.S.B. "WEST CAJON"	Leave Hongkong 24th July.

TO SINGAPORE, ZAMBOANGA AND CEBU.

U.S.B. "WEST SEQUANA"	Due Hongkong 11th August.
U.S.B. "WEST SEQUANA"	Leave Hongkong 13th August.

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North Continental Ports

SAILINGS FOR EUROPE:

U.S. "OLDEKERK"	11th Aug. 1925
U.S. "GEMMA"	Beginning of Sept.

ARRIVALS FROM EUROPE:

U.S. "GEMMA"	28th July, 1925
U.S. "OLDEKERK"	11th Aug.

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The M/S. "TONGKING"

will be loading for ROTTERDAM, AMSTERDAM, HAMBURG,

COPENHAGEN, and other SCANDINAVIAN PORTS.

On or about 15th September, 1925.

Further Sailings	Expected on or about	Will leave homeward-bound on or about
M/S. "Tongking"	21st July	
M/S. "Australlan"	10th August	
M/S. "Asia"	18th September	
M/S. "Java"	15th October	
M/S. "Africa"	15th November	
M/S. "Malaya"	10th December	

Subject to change without notice.

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